

**MINUTES OF PVTA'S
ROUTE COMMITTEE MEETING
December 13, 2017**

1. CALL TO ORDER

The Route Committee meeting of the Pioneer Valley Transit Authority was held on Wednesday, December 13, 2017 at 10:00 A.M. at the Pioneer Valley Transit Authority Administration Office located at 2808 Main Street in Springfield, MA.

PRESENT:

Members: Brian O'Leary, Belchertown; Paul Burns Johnson, Palmer; Nancy Talbot, Ware; Peter Miller, Westfield;

Others: Paula Dubord, Wilbraham; Becky Moriarty, Hampden; Steve Huntley, Chicopee

PVTA: Sandra Sheehan, Brandy Pelletier, Krystal Oldread; David Elvin, PVPC;

NOT PRESENT:

J.M. Sorrell, Williamsburg; Jim Czach, West Springfield; Patrick Burke, Rider Representative;

A quorum being present, Chairman of the Route Committee, Brian O'Leary called the meeting to order at 10:05 A.M.

2. PUBLIC COMMENT

No public comments were made.

3. APPROVAL OF MINUTES

Chairman O'Leary asked for a motion from the Route Committee to approve the meeting minutes of July 18, 2017.

Motion: Moved and seconded (Miller/Talbot) to approve the meeting minutes of July 18, 2017.

Chairman O'Leary asked if there was any discussion, hearing none, asked for all those in favor to say aye.

Motion passed by a unanimous vote.

4. FARE INCREASE DISCUSSION

David Elvin of the Pioneer Valley Planning Commission stated that PVTA's last fare increase was in 2008. PVTA proposed a fare increase in June of 2012 to balance the budget but the state stepped up and filled the funding gap, and the Board voted not to increase fares.

PVPC has done a fare impact study of three levels for fare increase for FY2019. We looked at an increase of 20%, 25% and 50% for next year. Under the 20% scenario, basic cash fare would go from \$1.25 to \$1.50, the day pass would go from \$3.00 to \$4.00 and the monthly pass would go from \$45.00 to \$55.00. We are continuing to look at this and the options available including the option of an incremental fare increase. We will have a presentation to the Board at the January 24th meeting, which is when we will be asking the Board to approve holding public hearings.

Peter Miller: Agrees with an incremental increase so people understand where we are coming from but also showing the state we are implementing an increase.

Nancy Talbot: Agrees. We need to press upon the state to ensure transportation in Western Mass. is funded appropriately.

Paul Burns: Agrees with the incremental increase. We need an increase but we need to keep talking to the delegation so they understand the Authority's financial position.

Steve Huntley: We need to market PVTA as a green form of transportation and not just market to low income. We need to let people know the options that are available.

5. SERVICE REDUCTION DISCUSSION

Krystal Oldread, PVTA's Director of Operations and Planning gave a presentation on the service reduction scenarios and stated the following:

PVTA has five different scenarios for service cuts.

1. Prioritize Geographic Coverage by Preserving Bus Routes Region Ride
2. Prioritize High Ridership Routes
3. Reduce Funds for Non-Required Services
4. Reduce Service on Weekends and Holidays
5. Hybrid Approach Blending Elements of Scenarios 1-4

Scenario one: Prioritize geographic coverage. The estimated savings would be \$3M to \$3.4M and the maximum number of passengers impacted would be approximately 2,545,046. This scenario would:

- Protect "life-line" trips on outlying routes
- On urban routes, reduce off-peak frequencies depending on demand and time of day
- Reduce evening service by ending early
- Reduce Urban route frequencies on Sundays
- Reduce Urban routes evening frequency
- Eliminate express service
- Reduce Saturday service to current Sunday service levels
- Operate Sunday service on all holidays

Scenario two: Prioritize high ridership routes. The estimated savings would be \$3M to \$3.4M and the maximum number of passengers impacted would be 1,262,996. This scenario would:

- Reduce service hours and frequencies on outlying routes

- Eliminate underperforming non-urban routes
- Truncate urban-originating routes before reaching low ridership areas
- Eliminate service in municipalities that are not PVTA members
- Eliminate weekend service on all non-urban routes.
- Eliminate Community Shuttles where senior centers or other paratransit services are available.
- Maintain holiday service on urban routes only

Scenario three: Prioritize required services. The estimated savings would be \$2M to \$2.4M and the maximum number of passengers impacted would be 48,357. This scenario would:

- Eliminate service in municipalities that are not PVTA members
- Eliminate ADA service outside federally-required $\frac{3}{4}$ mile buffer
- Reduce senior van service by 2 days per week, from Mon-Sat to Mon-Thurs
- Reduce senior van service hours by 30 minutes, from 8:00AM – 4:30PM to 8:00AM to 4:00PM

Scenario four: Prioritize non-holiday weekdays. The estimated savings would be \$3.1M to \$3.5M and the maximum number of passengers impacted would be 1,154,178. This scenario would:

- Eliminate Sunday service
- Reduce Saturday service to current Sunday service levels
- Eliminate holiday service on entire system

Scenario five: Hybrid approach. The estimated savings would be \$3.2M to \$3.6M and the maximum number of passengers impacted would be 1,109,352. This scenario would:

- End service earlier on “reduced service” days - UMass
- Reduce frequency on evening service
- Reduce frequency on “reduced service” days - UMass
- Eliminate poor performing routes or route segments
- Reduce senior service to 4 days per week
- Charge a premium fare on ADA and DAR for trips outside of the $\frac{3}{4}$ mile buffer
- Reduce Saturday service to current Sunday service
- Operate Sunday service on all holidays

Paul Burns: In many communities these changes will eliminate service. If service to Palmer is eliminated, why remain part of PVTA. Were assessments included in these calculations?

Krystal Oldread: Yes, assessments were included.

Peter Miller: Do these savings amount incorporate a fare increase?

Krystal Oldread: No since we are not sure what the Board would pass.

Nancy Talbot: We need to utilize the media more than we have in the past.

Paul Burns: Scenarios three and four impact the least amount of people. I don't like any of the scenarios but these scenarios keep service in the outlying areas.

Paula Dubord: Has PVTA looked into the adult day health trips, I know this was something that we talked about previously.

Steve Huntley: Maybe we need to constrain where senior trips go. Could there be a policy change saying seniors cannot be transported to an adult day health facility by PVTA.

Paul Burns: Would like to see what the savings would be if certain routes were eliminated. Add a column showing the savings for each scenario. And with these cuts, service would be eliminated in Palmer and everyone would now have to pay the premium \$5.00 fare instead of the \$2.50. I think there should be another hybrid option.

Paula Dubord: I agree that there should be another option. None of these will work for Wilbraham.

Peter Miller: None of the first four options really work. Is there a way of showing the savings if we operate Sunday service throughout the entire system?

Steve Huntley: Can we see another analysis that shows what each approach costs so we can see the value and impact overall. For example, do we want to go with Sunday service or have service in Palmer?

Paul Burns: It's equally important to look at the adult day health trips. How many trips there are and the cost. Can we set up another meeting the week of the 8th to see additional options and the information we requested for ridership, costs of service cuts, adult day health trip totals, and additional hybrid approaches.

Monday, January 8, 2018 at 2:00pm works for everyone with a back up meeting date on January 9th.

6. OTHER BUSINESS

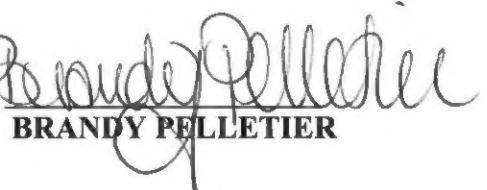
Chairman O'Leary reported that there is no other business to discuss.

7. ADJOURNMENT

The meeting of the Route Committee adjourned (Burns/Miller) at 11:39 A.M.

A TRUE RECORD

ATTEST:


BRANDY PELLETIER

Documents filed with Route Committee meeting packet:

- July 18, 2017 Route Committee Minutes
- PVTA FY19 Service Reduction Scenarios

MINUTES APPROVED ON: January 8, 2018